

**Innovation and Their Appeal
Is Effective—City to Give
Ten Thousand Dollars
Annually and Fur-
nish the Site.**

He admits being in Gordonsville, but says he went there Sunday to see his mother and returned to Charlottesville Monday morning in company with a negro youth, who works in this city.

The accused's mania seems to be for beating women, according to Sergeant Watkins, he having belabored two colored women the same evening of the murder. Jones was taken to Gordonsville to-night for preliminary hearing.



CASE MAY HAVE TO BE DROPPED

Reported That Some of Signers
to Presentment Against Bishop
Have Repudiated Paper.

DID NOT REALIZE ITS IMPORTANCE

Dr. Irvine Discusses Matter and Denies All Charges in Upjohn Letter.

PHILADELPHIA, PA., Dec. 29.—Dispatches from Huntingdon, Pa., to-night state that some of the Huntingdon signers to the presentment against Bishop Talbot have repudiated the presentment and say that it was never their intention to sign a paper of the character that has

appeared in the press. If this be true, the proceedings must be dropped as a presentment of the character made against the Bishop, must contain the names of at least three persons from the diocese in which the accused Bishop lives. It is said the paper was signed by the Huntingdon men under a misapprehension, they believing that they were assisting in closing the controversy against their Bishop was to be brought to trial.

"Can a bishop, or ought a bishop, write defamatory letters in secret in order to injure any member of the ministry?"

This is the question which was discussed by the Synod of the General Assembly of the Presbyterian Church, at its annual meeting, at the City of New York, last September. It was committed to a committee of inquiry in the case of Irvine vs. Talbot; said the Rev. Ingram N. W. Irvine to-day, discussing the charges which have been made against him.

In discussing the motive of his deposition, he said that he was "perplexed

The New York Herald of yesterday printed the following from Huntington: "Mr. Emma Desha Elliott consented to explain to-day for the first time her position in the controversy between Bishop Ethelbert Talbot and the Rev. Ingram M. W. Irvine, D. D."

"Now, what is it you wish me to tell you?" commenced Mrs. Elliott. "I don't wish to discuss the controversy between Bishop Tabbot and Dr. Irvine. To tell you the truth, I am really afraid of Dr. Irvine. I am a Southern woman, and I must say, my opinion of Northern slavery has not been improved by my knowledge of what Dr. Irvine has said and done."

"But I don't wish to seem to be eager to criticise Dr. Irvine. I don't wish to indulge in personalities. Really, I wish you would not ask me to talk at all. I

(Continued on Second Page.)

CONVICTS MAKE BREAK FOR LIBERTY; 3 DEAD

Desperate Effort to Escape From California Prison Is Foiled.

(By Associated Press.)

FOLSOM, CAL., December 29.—Seven of nine convicts at the State prison who made a break for liberty to-day were all most riddled with bullets, three being dead and three in a critical condition. Captain R. J. Murphy, a prison official, is wounded by a shot in the leg and two

FOLSOM, CAL., December 23.—Seven of nine convicts at the State prison who made a break for liberty to-day were almost riddled with bullets, three being dead and three in a critical condition.

Captain R. J. Murphy, a prison official, is wounded by a shot in the leg and two slight knife wounds.

The convicts who engaged in the break were all employed in the rock crusher where three hundred and twenty five of the most desperate prisoners were working. A large sledge hammer was thrown into the crusher, causing the ponderous machine to come to a standstill. This attracted Captain Murphy, Charles Jolly and Charles Taylor to the place. There upon the desperate convicts rushed upon Murphy and his two assistants. They succeeded in killing Murphy and Jolly. Taylor endeavored to take the other guards, who escaped them. The convicts, with their captives, made their way toward a small post, commanded by Guards H. Harbo and J. J. Hays. Harbo, armed with a rifle, they had no sooner stepped into the open than the seven guards commenced firing, and within twenty seconds fully 60 shots had been fired, and seven convicts were on the ground helpless.

**Lines—Boats Reach Shore
With Rescued and Res-
cuers Exhausted.**

NORFOLK, VA., December 20.—As the steamer *Northwestern*, nine miles off Cape Hatteras, for thirty-six hours, Captain Wilder and his crew of twenty-one men were taken ashore at noon today by the crews of *Kinnakeet*, *Creed* and *Hatteras* life saving stations. The big steamer is pounding Diamond Shoals under a terrific sea, and is given up by the crew as a total loss.

In a howling gale Tuesday night, the *Northwestern* on her way up the coast

This was at 11 o'clock, and before dawn had come the gale that swept over the country from the Middle West had struck the sea and waves were crashing over the helpless vessel incessantly.

The force of the wind and tide threatened her on her port beam and the flood of water extinguished her fires before her inflammable cargo could become ignited.

Had this not been the case the twenty-two men aboard the Northeastern would have met a horrible fate with no possible chance of escape.

Helpless to Aid.

When morning dawned, the wreck was sighted by the Lifesavers and the weather observatory at Hatteras. She was nine miles off shore, and the water between was a seething mass of mountainous

waves. No surf boat ever built could have lasted one minute in such a sea, and the life guards on the coast had to wait until the waves had subsided and the life guards with the life shirts were surrounded by the waves, as helpless to them as on board as the crew was to a lifeless.

By sundown Wednesday, there was little hope existing among the watchers on the beach that life could be sustained among the stranded vessel. The darkness came, and gloom was suddenly pierced by a faint gleam of light which carried the message that some of the vessel's company were still alive.

Preparations were at once begun to make desperate efforts this morning to reach the ship. The crew of the Hatteras men, summoned to the scene to aid the Hatteras men, during Wednesday night the wind diminished but the temperature dropped about twenty degrees and

Terrible Sufferings.
The sufferings of those on board the Northeastern were terrible during these

hours, but the signals burned by the life savers sent words of cheer and hope across the nine miles of angry waves and this morning at sun up the hard life-savers began their attempts to get a surf boat through the seas that were plunging viciously against the shore. Again and again, the staunch life boats were sent head-on into the sea.

only to be caught up by a monster wave and hurled back on the beach. Human determination conquered the elements. After a three-hour struggle, and at one o'clock three life-boats, with their brave crews, were safely across the breakers and battling with the outside seas on their way to the steamer.

great danger and difficulty. The sea while it had subsided to some extent was still in an angry mood, and the little lifeboats were being tossed like cockle shells about the helpless mass of steel. Lines were finally strung between the boats and the Northeastern, and after much trouble every man was taken from the vessel in safety.

The Rescue.

Over six hours were consumed before the first of the boats reached the shore again. The almost exhausted crew were cared for by the Hatteras life-savers, and their sufferings from exposure and the tossing of the ship attended to.

The vessel, it is said, will be a total loss.

The Northwestern is a steel ocean freight steamer, built in Chicago.

The Northeastern sailed for Port Arthur December 7th from New York, arrives on the 17th and sailed the same day.

SINKING SCHOONER
(By Associated Press.)
HAVRE, Dec. 29.—The British steamer Anglo-Chilean from Ponsacola via Newport News, which arrived here yesterday with Captain Nelson, his wife and five members of the crew of the American schooner, was on board, re-

The schooner W. R. Chester sailed from St. Martins, N. B. November 24th and Jones Port, Me. December 3d for Barbados. She was owned by Charles Nelson of Machias, Me.